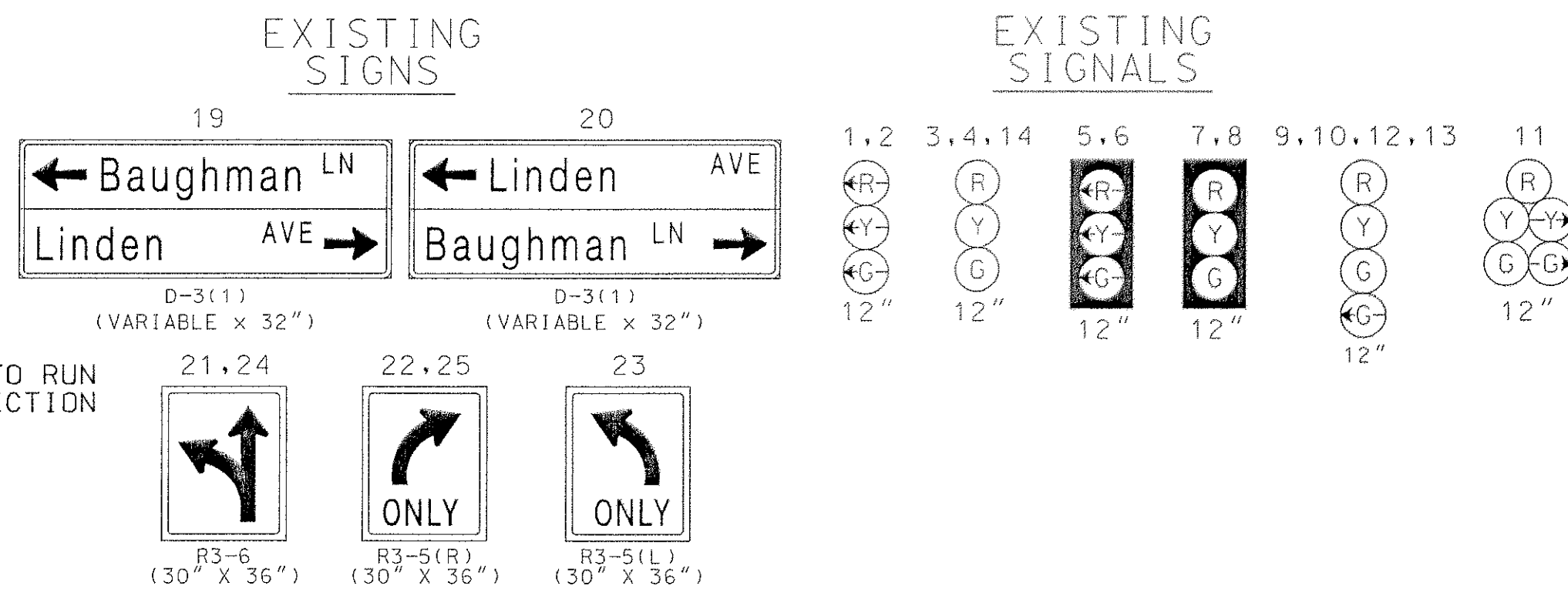
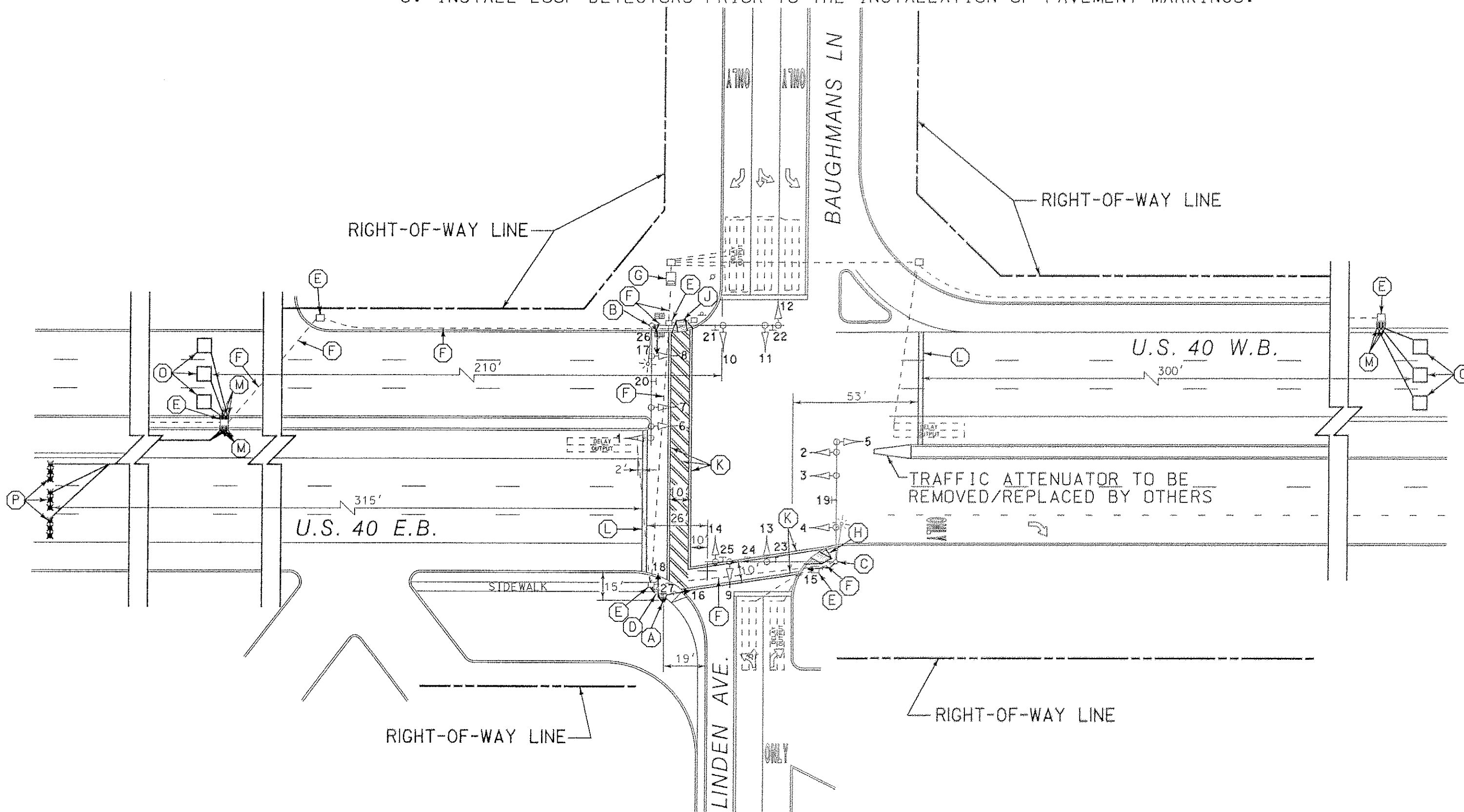


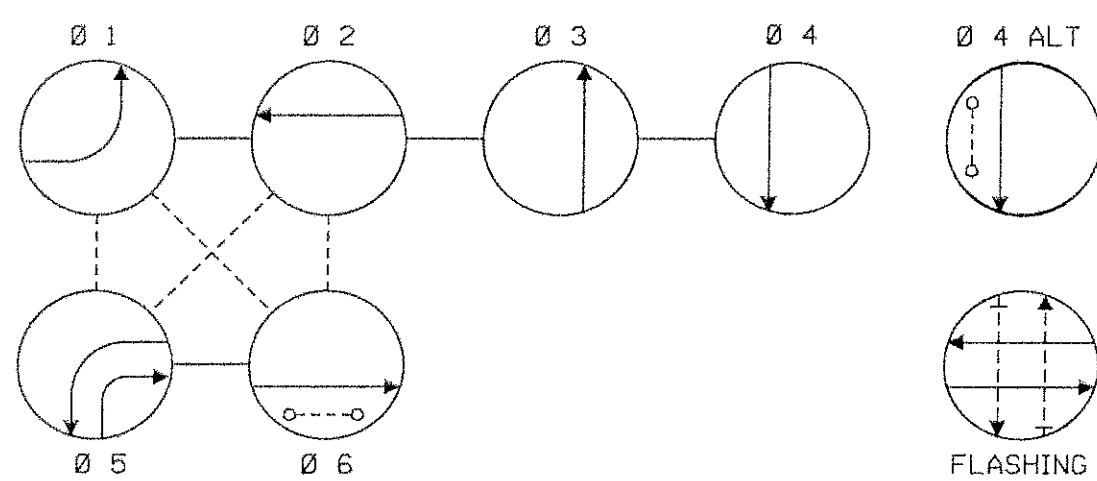
U.S. 40 AND BAUGHMANS LANE/LINDEN AVE.
SITE 1



U.S. 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



NEMA PHASING

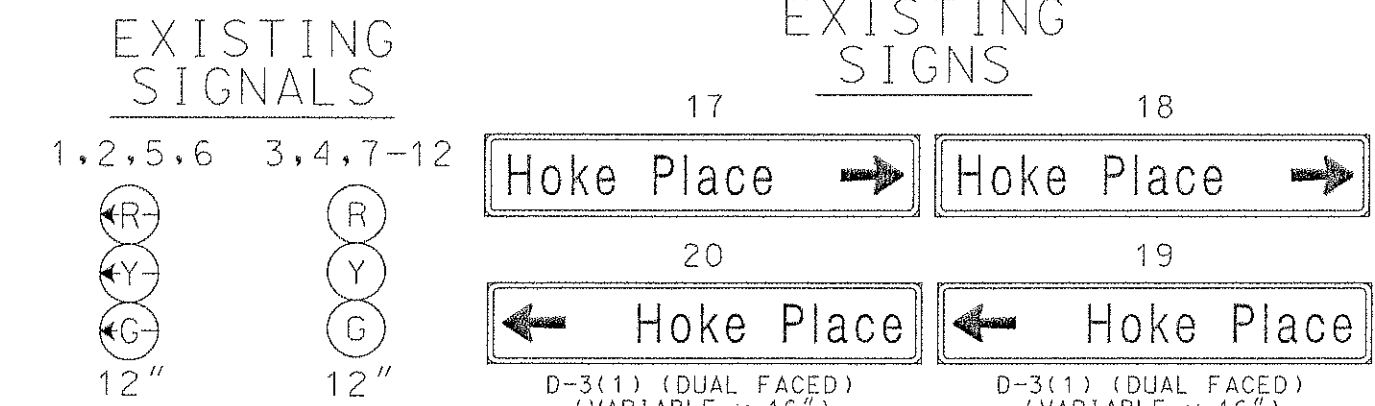


- PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

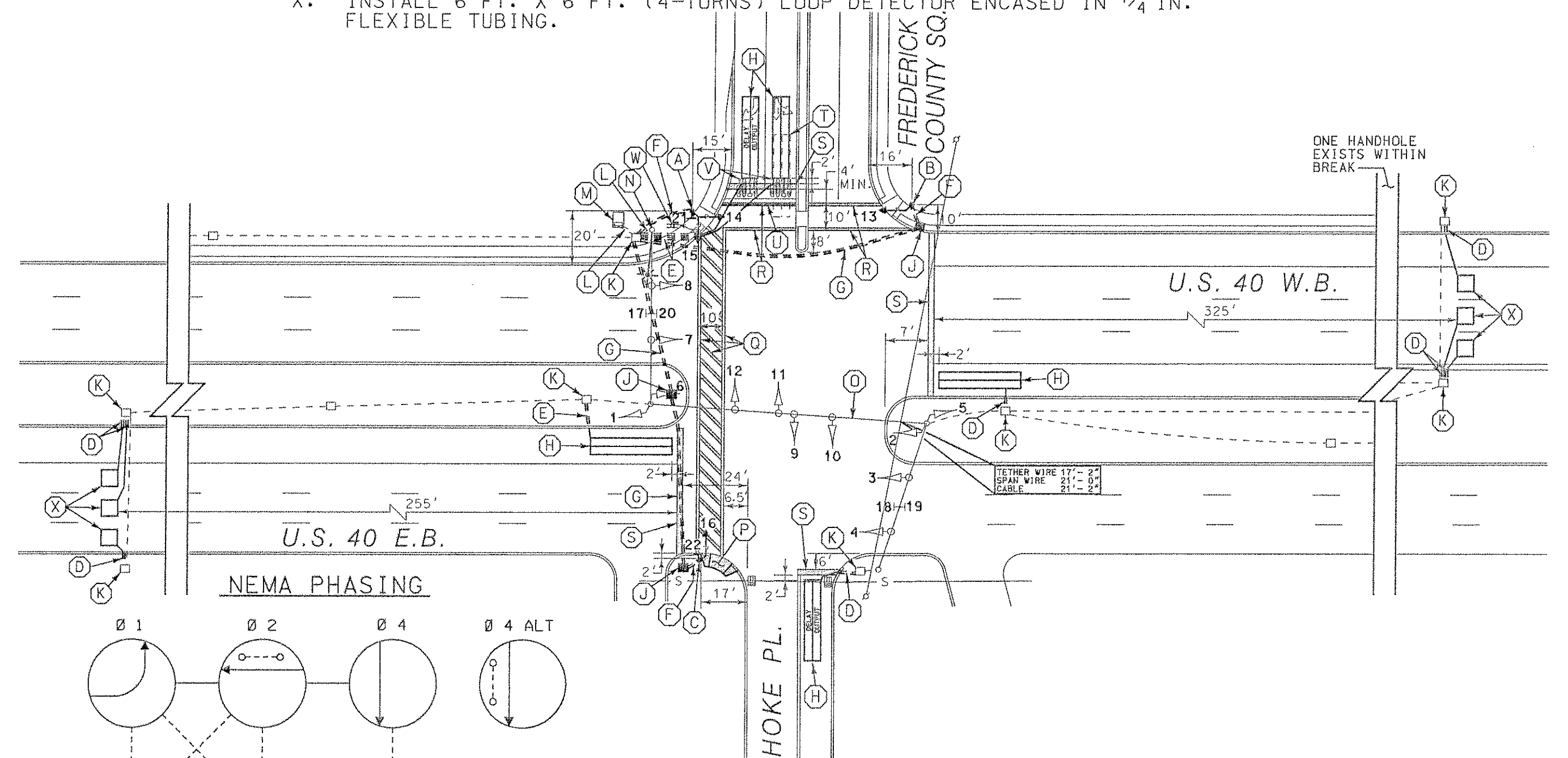
CONSTRUCTION DETAILS

- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON AND R10-4(1) SIGN (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- USE EXISTING STEEL POLE AND INSTALL PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND R10-4(1) SIGN.
- USE EXISTING STEEL POLE AND INSTALL PEDESTRIAN SIGNAL HEAD.
- INSTALL 2 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- INSTALL SIDEWALK RAMP (STANDARD NO. 655.14, METHOD C).
- INSTALL SIDEWALK RAMP (STANDARD NO. 655.11, TYPE 2 MODIFIED FOR GRASS PLOT). (CONTRACTOR SHALL HAND DIG AROUND EXISTING CONDUIT TO AVOID DISTURBANCE).
- INSTALL 12 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK).
- INSTALL 24 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS (STOP LINE).
- INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
- INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- INSTALL 6 FT. X 6 FT. (4-TURNS) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- INSTALL MICROLOOP PROBE SET WITH 500 FT. LEAD-IN.

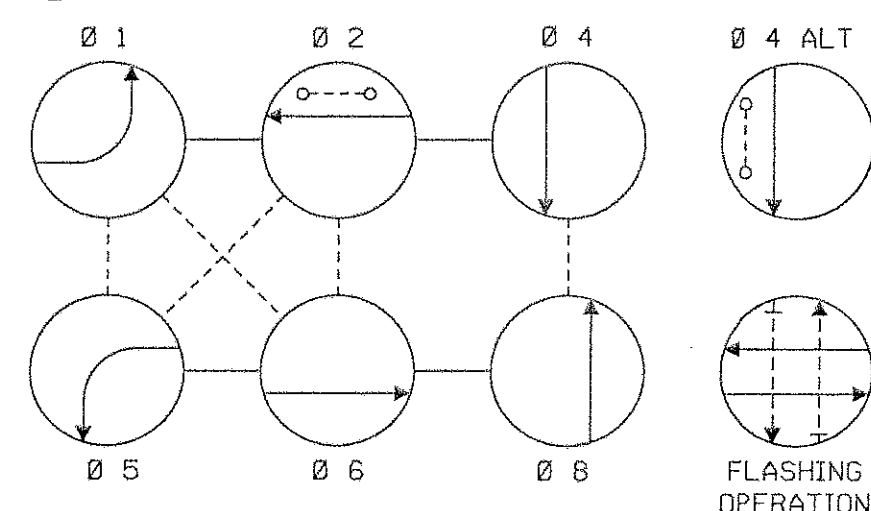
U.S. 40 AND HOKE PLACE
SITE 2



U.S. 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



NEMA PHASING



- PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT.
3. INSTALL CONDUIT AND LOOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.

WR&A
Whitman, Requardt
and Associates, LLP
2315 Saint Paul Street
Baltimore, Maryland 21218
(410) 235-3450

REVISIONS	APPROVALS
	<i>[Signature]</i> 9/12/99 ASST. TRAFFIC ENGINEERING DESIGN DIVISION
	<i>[Signature]</i> 9/17/99 ASST. DISTRICT ENGINEER, TRAFFIC
	<i>[Signature]</i> 9/17/99 CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	<i>[Signature]</i> 9/17/99 DIRECTOR, TRAFFIC & SAFETY



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
U.S. 40 FROM WAVERLY DRIVE TO
THE EAST OF U.S. 15

DRAWN BY: S. BLOSS	CHECKED BY: N. LEARY	SCALE: NONE	DATE: 9-10-99	S.P. NO. FR3315171	COUNTY: FREDERICK	LOG MILE: 2.459	TS NO. TS-3937	T.I.M.S. NO. T459	SHEET NO. 2 OF 7
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